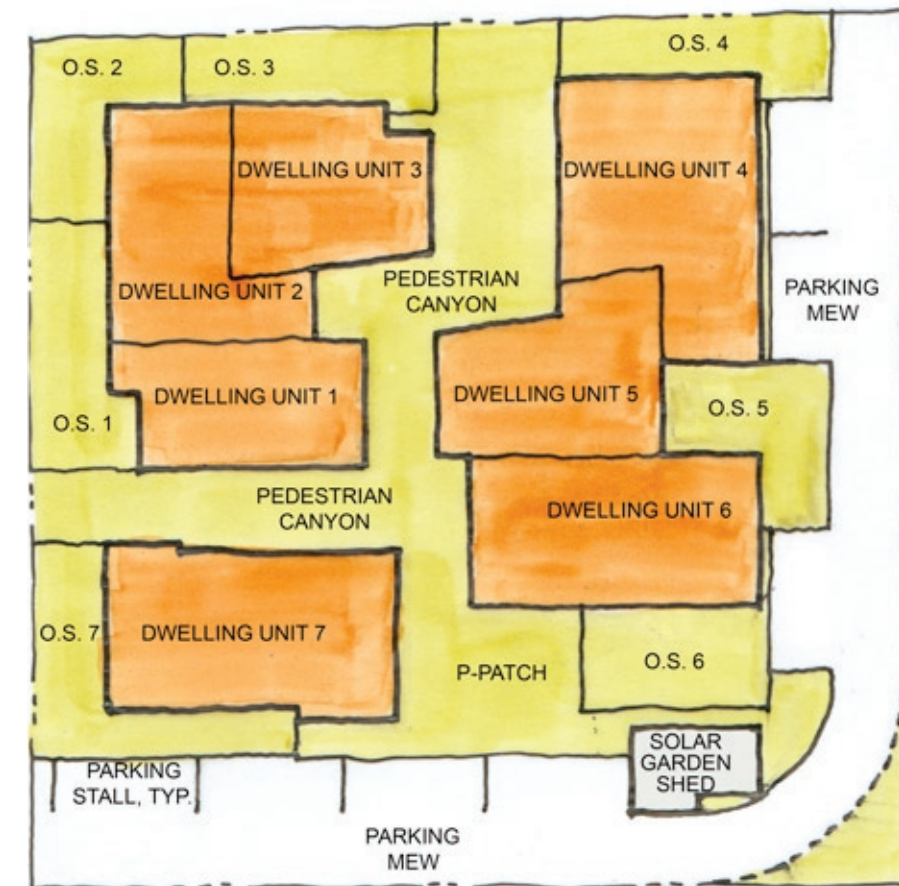


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urbansight is the fruitful collision of passions and talents of gProjects, the builder, and b9 architects, the project architect.



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contemporary homes with a conscience

206.297.1284 p
206.284.7572 f
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b9 architects



① View looking southeast at 19th Avenue and E Pine St at the site.

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

EXISTING SITE

Uses

The site, located at the corner of E Pine Street and 19th Avenue, consists of three individual lots, 1911 E Pine Street, 1530 19th Avenue and 1526 19th Avenue. The individual lots each contain a single-family structure, some with multiple dwelling units.

Topography

The site drops to the east and south from the corner of E Pine Street and 19th Avenue. The drop along E Pine Street is approximately 10 feet from east to west, whereas 19th Avenue is relatively flat from north to south. E Pine Street continues uphill to 18th Avenue and further downhill to 20th Avenue. The site has territorial and mountain views to the northeast, east and southeast from the site.

Access

The site is bounded by E Pine Street to the north and 19th Avenue to the east. E Pine Street is a residential street, with a pattern of traffic circles heading east and west from 19th Avenue. 19th Avenue is a collector arterial, connecting E Union Street, two blocks to the south, across E Madison Street to north Capitol Hill.



④ Looking northeast on 19th Avenue at third floor level



③ Looking northeast on 19th Avenue at second floor level



② Looking east on 19th Avenue at street level



⑤ Looking directly east on 19th Avenue at third floor level, territorial and mountain views



⑥ Looking west on E Pine Street (property behind tree at center of picture)



14 June, 2006

1911 E Pine Street

early design guidance 1911 e pine st

Site analysis summary:

E Pine topography

- Slopes downhill to east, creating opportunities to separate the interior of the site from the traffic on 19th Avenue

19th avenue topography

- Relatively flat, right-of-way is cut into sloping hillside on west side of 19th Ave

19th avenue traffic

- Collector arterial - starting at E Union Street to the south

Solar access

- The 19th Avenue, south, and east sides of the site have good solar orientation. The north side has excellent ambient lighting.

Building mass

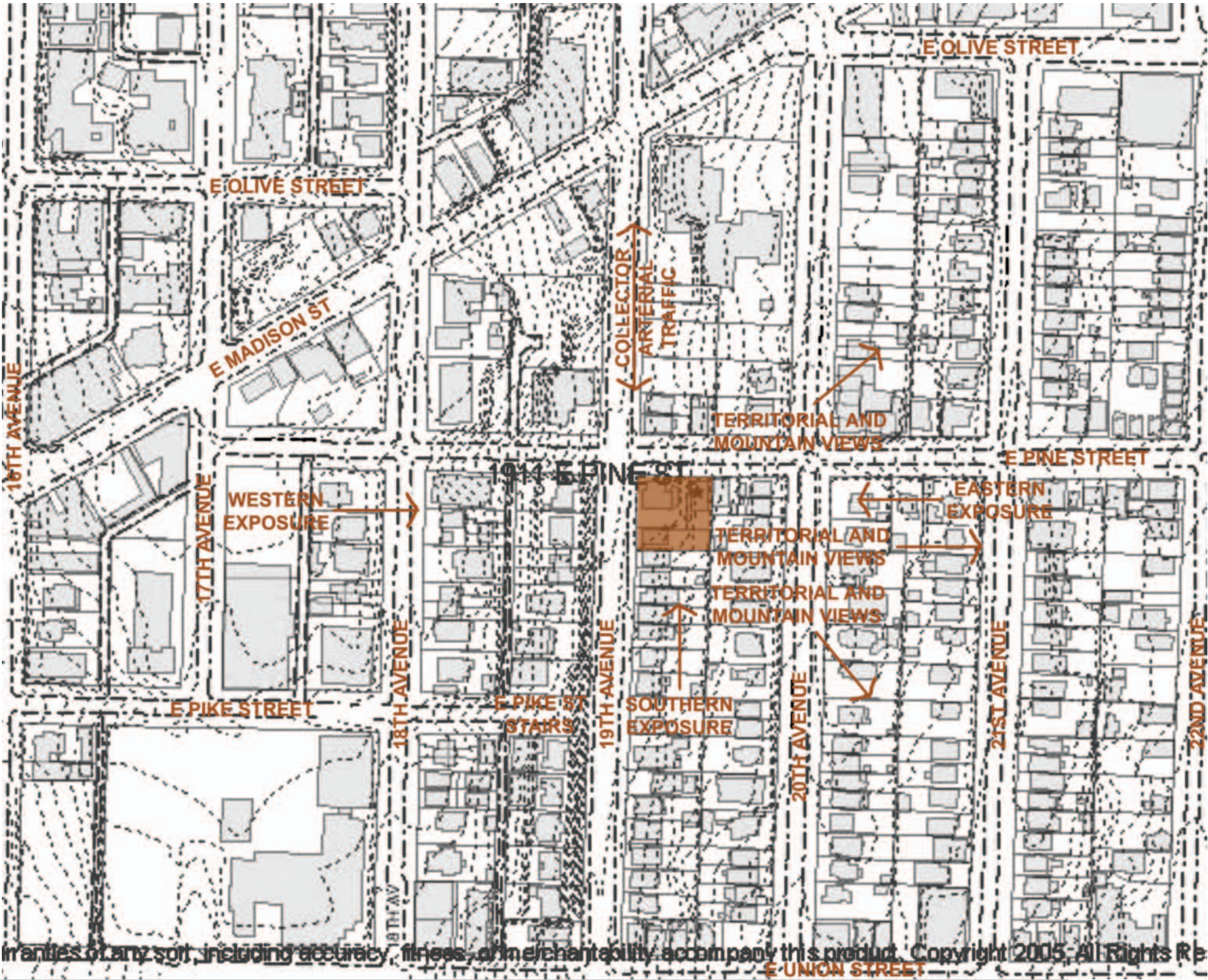
- Desire to address both 19th Avenue and E Pine Street

Views

- Excellent mountain and territorial views to the east, southeast and northeast

Parking access

- Utilize existing 10-foot curb cut on 19th Avenue with proposed new 10-foot curb cut at E Pine Street



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site analysis

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206.284.7572 f
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EDG package

14 June, 2006

1911 E Pine Street

| | |
|--|---|
| 2. Please indicate the site's zoning and any other overlay designations. The site is zoned LDT. Further description below. | |
| Site location: | 1911 E Pine Street, 1530 19th Avenue and 1526 19th Avenue 14,601 total SF |
| Site Zoning: | Lowrise Duplex/Triplex |
| SEPA Review: CAM 208 | Required with construction of over 4 units in LDT zone |
| Permitted Uses: 23.45.004 | Residential - Single-family dwelling units; Multifamily structures |
| Height in Multi-family zone: 23.45.009 | A. Maximum height is 25 feet C1. Structures with pitched roofs on principal structures with a minimum slope of 6:12 may extend up to 35 feet. The ridge on principal structures with a minimum slope of 4:12 may extend up to 30 feet. All parts of the roof above 25 feet shall be pitched. C4. No portion of a shed roof shall be permitted to extend beyond the maximum height limit under this provision. |
| Height: Rooftop features: 23.45.009 | D4. May extend 10 feet above the maximum height limit, so long as the combined total coverage of all features does not exceed 15% of the roof area or 20% of the roof area if the total includes stair and elevator penthouses. |
| Lot Coverage: 23.45.010 | A1. For townhouses, the lot coverage in LDT is 45%; for 14,601 SF, 45% lot coverage = 6570 SF |
| Density: 23.45.008 | A. In LDT zones, density can be 1 dwelling unit per 2000 sf of lot area; for 14610 sf, 7.3 units = 7 units allowable. |
| Structure Width/Depth: Table 23.45.011 A | Structure width in LDT in a building with modulation will be 45 feet maximum, Structure depth will be 60% depth of lot, but not to exceed 65 feet. 23.45.011, the minimum width for structures in LDT zones shall be 20 feet. |
| Setbacks: 23.45.014 | A1. Front Setback – The required front setback shall be the average of the setbacks of the first principal structures on either side, subject to the following: LDT – in no case shall the setback be less than 5 feet and it shall not be required to exceed 20 feet. B Rear Setbacks – Rear setbacks shall be provided in LDT as 20 feet or 20% of lot depth, whichever is less, but in no case less than 15 feet. C. Side Setbacks – C1 The required setback for structures in LDT shall be determined by structure height and depth; refer to table 23.45.014 A. When the height of the side façade at its highest point is between 0-25 feet and structure depth is 65 feet or less, the side setback shall be an average of 5 feet with a minimum of 5 feet. When the height of the side façade at its highest point is between 26-30 feet and structure depth is 65 feet or less, the side setback shall be an average of 6 feet with a minimum of 5 feet. When the height of the side façade at its highest point is between 0-25 feet and structure depth is 66 to 80 feet, the side setback shall be an average of 6 feet with a minimum of 5 feet. C3 The side setback of a reversed corner lot shall be 10 feet or as provided in table 23.45.014 A, whichever is greater. D. Required setbacks for cluster developments – In LDT where 2 or more principal structures are located on a lot, the required setback between those portions of interior facades which face each other shall be 10 feet when the length of the facing portions of facades is 40 feet or less. D3. Setbacks shall apply only to those portions of the facades that are directly across from each other. F2. Unenclosed Decks and Balconies – may project a maximum of 4 feet into the required front setback provided they are a minimum of 10 feet from the front lot line in LDT. G1. Structures in Required Setbacks – Detached garages, carports or other accessory structures are permitted in the required rear setback, provided that an accessory structure located between a principal structure and the side lot line shall provide the setback required for the principal structure. |

| | |
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| Parking: 23.54.015 Required Parking 23.54.030 Parking Space Standards | Chart A. 1 space for each dwelling unit B1b. Residential Uses – When more than 5 parking spaces are provided, a minimum of 60% shall be striped for medium vehicles. B1. Alley access required B2b. Street access required when the lot does not abut a platted alley; C1. Parking Location and Access – Parking shall be located on the same site as the principal use |
| 23.45.018 Parking and Access - Lowrise Zones | |
| Landscaping: 23.45.015 | A1. A minimum landscaped area equivalent in square footage to 3 feet times the total length of all property lines provided shall be provided A4. Street trees shall be provided in the planting strip according to SDOT Planting Standards, unless it is not possible to meet the standards C1b. Tree Requirements in Landscaped Areas in LDT – For lots over 3000 sf, at least 2 caliper inches of tree per one thousand square feet of lot area must be planted. |
| Open Space: 23.45.016 | A1a. Single-family structures in LDT require a minimum of 600 sf of landscaped area; c. Structures with two dwelling units in LDT, each unit shall have direct access to a minimum of 400 sf of private, usable open space. d. Structures with Three Dwelling Units in LDT, each unit shall have direct access to a minimum of 400 sf of private, usable open space. B1a(1). Open space shall be provided at ground level in one contiguous parcel; no horizontal dimension shall be less than 10 feet. |
| Modulation: 23.45.012 | A1. Modulation shall be required if the front façade width exceeds 40 feet with a principal entrance facing the street; B. Side facades on corner lots shall be modulated if greater then 40 feet in width for ground-related housing D1a. (1) The minimum depth of modulation shall be 4 feet; (2) When balconies are part of the modulation and have a minimum dimension of at least 6 feet and a minimum area of at least 60 sf, the minimum depth of modulation shall be 2 feet; b. The minimum width of modulation shall be 5 feet. |
| exhibit 23.45.012 C | |

① territorial and Cascade view from urbansight 19th across the street





① E Pike St stairs on 19th Avenue



② Typical neighboring development



③ Looking north on 19th Ave from E Union St



④ Looking southeast on E Union St from 19th Ave



⑤ Looking north on 19th Ave



⑥ Looking at urbansight 19th



⑦ Detail at urbansight 19th



- ① panoramic view along e pine street, looking north
- ② panoramic view along e pine street, looking south
- ③ panoramic view along 19th avenue, looking east
- ④ panoramic view along 19th avenue, looking west



③

④

context (panoramic photos)

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

Neighborhood Context and Adjacent Zoning

Land Use

There is no dominant land use in the surrounding area, as the site borders three different land use zones; Neighborhood Commercial 2-40, Lowrise 3 and Single-Family 5000. There are several new developments in the Multi-family and Commercial zones adjacent to the site that coexist with the adjacent single family housing stock.

Architecture

The architecture varies dramatically in this neighborhood. It ranges from a large mixed-use apartment building to the northwest to small single-family homes on 19th Avenue and E Pine Street. Included in this context is our project at 1521 19th Avenue, which is a pedestrian oriented development, that respects the scale of the neighboring structures and offers something new to the neighborhood. From south to north along 19th Avenue, there is rhythm of both large and small single family and duplex homes. This rhythm continues east on E Pine Street, but the architecture becomes more varied north from E Pine on 19th Avenue and west from 19th on E Pine Street. The uses become more institutional as 19th approaches E Madison Street to the north.

Topography and Views

The slope of E Pine Street creates great opportunities for territorial and mountain views to the east within the site.



context - neighborhood



① commercial development on 19th avenue north of E Pine St



② houses on 19th avenue, between E Pike St and E Union St

③ detail of urbansight 19th across the street



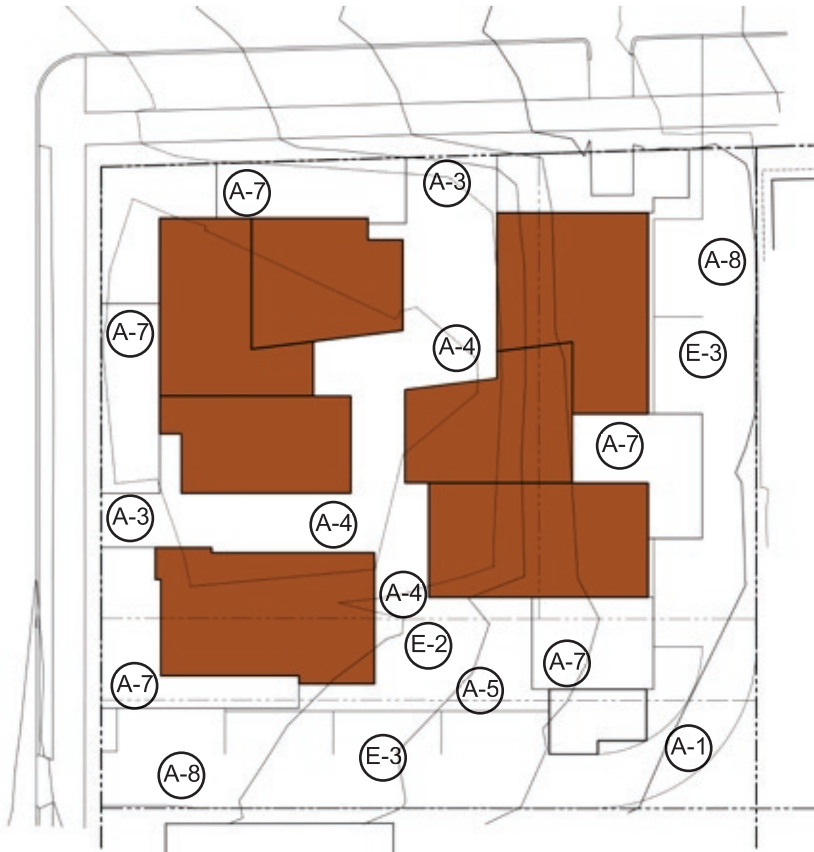
④ houses on 19th avenue, between E Pike St and E Union St



Design Review Guidelines for Multifamily and Commercial Buildings.

| | |
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| A-1. Responding to Site Characteristics: | The project development will reflect the natural topography, as buildings will step down the hillside to allow for views from the uphill units. Parking will be sheltered from the pedestrian spaces and residential units by being located downhill from the center of the project. |
| A-2. Streetscape Compatibility: | The buildings will continue the rhythm of small and large single family and duplexes along E Pine Street and 19th Avenue. We will place more massing towards 19th to buffer the arterial. |
| A-3 Entrances Visible from the Street: | Entrances to our pedestrian canyon will be visible from 19th and E Pine. Front doors shall be off the pedestrian canyon, fostering a sense of community among the neighbors. |
| A-4 Human Activity: A-7 Residential Open Space: | This project is about a canyon, that has been carved out a solid block of building mass, creating a place for people to walk, hang out, and visit with a neighbor; to be a community. In this same vein we are creating a p-patch and common shed for the owners. Additionally, each unit maintains the minimum required private open space in the zone. |
| A-5 Respect for Adjacent Sites: | We have sited the development close to the corner of E Pine Street and 19th Avenue in order to maintain a buffer to the neighboring sites to the south and east. The buffer is planted, containing the p-patch as well as the driveway/ parking area, paved with eco-stone or similar, allowing vegetation to paint the area green. |
| A-6 Transition Between Residence and Street: | The transition area between the streets and residences is primarily private useable open space. Within these transition areas are also the entrances to the pedestrian canyon. |
| A-8 Parking and Vehicular Access: | All the parking will be parallel to the single width driveway, obscuring the difference between the two, and minimizing the bulk of parking. Where possible, we will plant trees in the parking/driving area to further deemphasize the auto, similar to a successful driveway in Portland's Pearl District. The parking is shielded from view of the pedestrian canyon by the orientation of the units. The driveway is entered on 19th Avenue and exits on E Pine Street. |
| A-10 Corner Lots: | The project embraces the corner, orienting itself to the edges of E Pine Street and 19th Avenue, allowing pedestrian access from the mid-block into the center of the site, and relegating the parking and automobile access to the edges of the site furthest from the corner. |
| B-1 Height, Bulk and Scale Compatibility: | The project responds to the multiple conditions surrounding the site, maintaining the required density of the LDT zone while preserving a buffer to the Single Family zone immediately adjacent to the east. We are utilizing the pedestrian canyon to minimize the overall scale of the building masses within the site as well as along the right-of-ways. We continue the diverse rhythm of single family and duplex homes immediately adjacent to the site. |

| | |
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| C-1 Architectural Context: | The architectural character of the neighborhood varies significantly. To the extent possible, we will respect this character and scale, while designing a project that will provide thoughtful massing, detailing and fenestration. |
| C-2 Architectural Concept and Consistency: | The cleaving of a single building mass into separate parts forming a common pedestrian canyon sponsors the overall design. The canyon is the energy of the project and informs the architectural character and rhythm. Two-story volumes reduce the scale of the buildings at the canyon, allowing views through the project and over the units that are stepped down the hillside. All of the unit entries are off the canyon, connecting the individual owners and providing opportunities for shared activities. |
| C-3 Human Scale: | As described in C-2 above, two-story volumes border the pedestrian canyon with roof decks at the third floor. |
| C-4 Exterior Finish Materials: | We will use durable and maintainable materials at the buildings' exterior that also respect the need for sustainability. |
| D-1 Pedestrian Open Spaces and Entrance: | The open spaces are accessible from the units and the pedestrian canyon, creating a convenient and lively series of outdoor spaces. |
| E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites: | As we combine three sites at the corner of 19th Avenue and E Pine Street, will create a community that will be landscaped consistently and will acknowledge our current project that is across the street on 19th Avenue. |
| E-2 Landscaping to Enhance the Building and/or Site: | The pedestrian canyon will be planted to enhance the center of the site and bring landscape features out to the rights-of-way. The common p-patch for the owners of the units will provide a unique landscape element to the project. |
| E-3 Landscape Design to Address Special Site Conditions: | The driveway/parking area will be eco-stone or similar, allowing vegetation to paint the area green. Where possible, we will plant trees in the parking/driving area to further deemphasize the auto. |



4. Please describe the proponent's development objectives for the site, indicating types of desired uses and approximate structure sizes, as well as any potential requests for departures from development standards:

Objectives

The proponent's objective is to combine three lots in the LDT zone and design a thoughtful pedestrian oriented development containing 7 or 8 homes with covered off street parking for each home. Proponent desires to provide a mix of private useable open space and common outdoor space to encourage informal social connections. The project will respond to the topography by allocating massing so all homes have territorial and mountain views.

Desired Uses

Residential

The desired use for this site is residential housing that encourages social interaction and deemphasizes parking. The urban housing shall range in size from 1500 sf to 2300 sf to allow for families of different sizes. The preferred design will allow opportunities for homebuyers to express their individuality through the architecture of their home. Environmental consciousness will be expressed through material choice, building practices, and site planning. Fenestration and use of double-height spaces will be designed to allow for maximum natural light inside the units. Thoughtful architecture and green building practices will demonstrate that these homes are informed by the times.

Owners' will have an opportunity for meaningful social interaction through common outdoor spaces, including the pedestrian canyon, p-patch and bike storage/tool shed.

Three alternatives for site strategy and massing are included in this document for consideration.

Approximate Structure Size

Zoning allows 25 feet to the plate of a gabled roof with a height bonus for certain gable slopes above 25 feet or 25 feet to the top of a shed roof. It is our intent to utilize the full height at the edge of the project to 19th Avenue and E Pine Street with a series of two-story volumes adjacent to the pedestrian canyon at the center of the project. The structure size will be consistent with the building massing rhythm along 19th while providing a solution specific to the corner.

Access and Parking

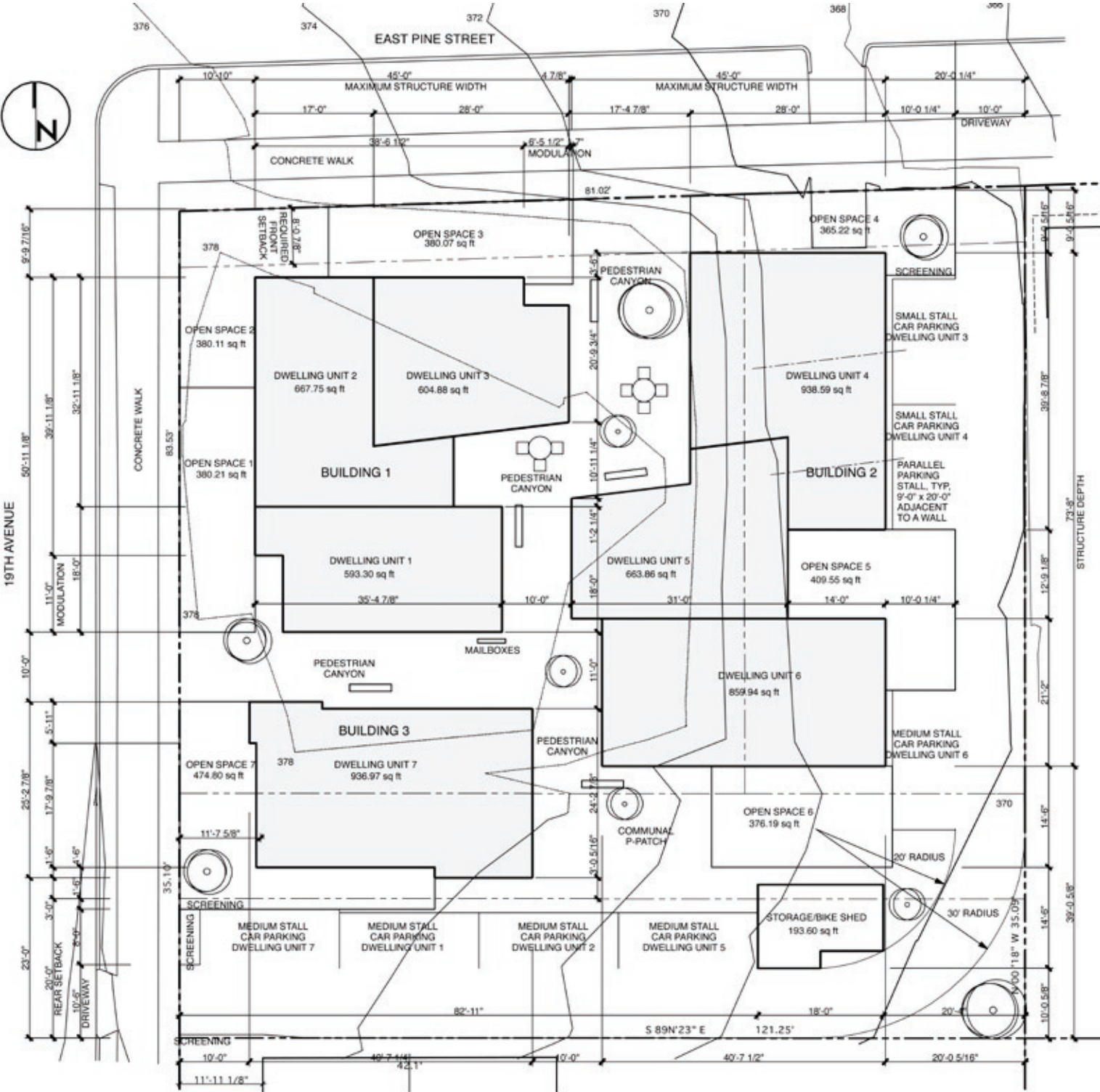
All the parking will be parallel to the single width driveway, obscuring the difference between the two, and minimizing the bulk of parking. The driveway/parking area will be eco-stone or similar, allowing vegetation to paint the area green. Where possible, we will plant trees in the parking/driving area to further deemphasize the auto, similar to a successful driveway in Portland's Pearl District. The parking is shielded from view of the pedestrian canyon by the orientation of the units. The driveway is entered on 19th Avenue and exits on E Pine Street. Parking will be covered with a trellis.

Potential Design Departures

Through design review, we will primarily be looking to increase structure depth. Even though we are combining lots in this project, the code limits us to 65' or 60 percent of lot depth, whatever is less. While the 65' cap may make sense on one lot, we are combining 3 lots and request to be able to use the full 60 percent allowable structure depth. Granting this departure would allow an additional total 6.2' of building depth, greatly benefiting the interior space planning of the homes. (60 percent of the combined lots depth of 118.6' is 71.2' in structure depth). This is the only structure depth departure necessary for Alternative 2.

In the preferred alternative, Alternative 3, we are requesting an additional 5 feet (64 percent of the combined lots depth of 118.6' is 76.2') in structure depth along 19th Avenue. Through this departure, we can provide a larger family home that is more responsive the rhythm of existing homes along 19th.

We are seeking a departure for structure width for the parking trellis.

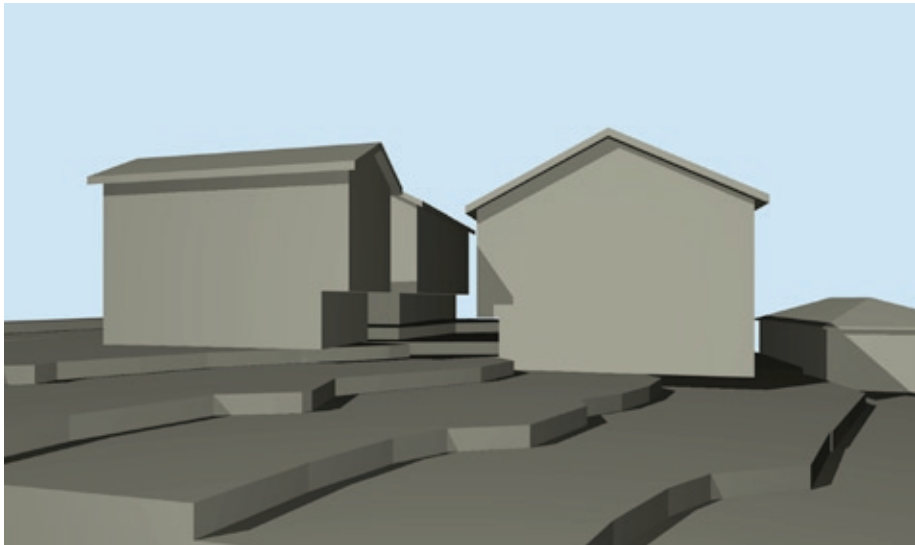
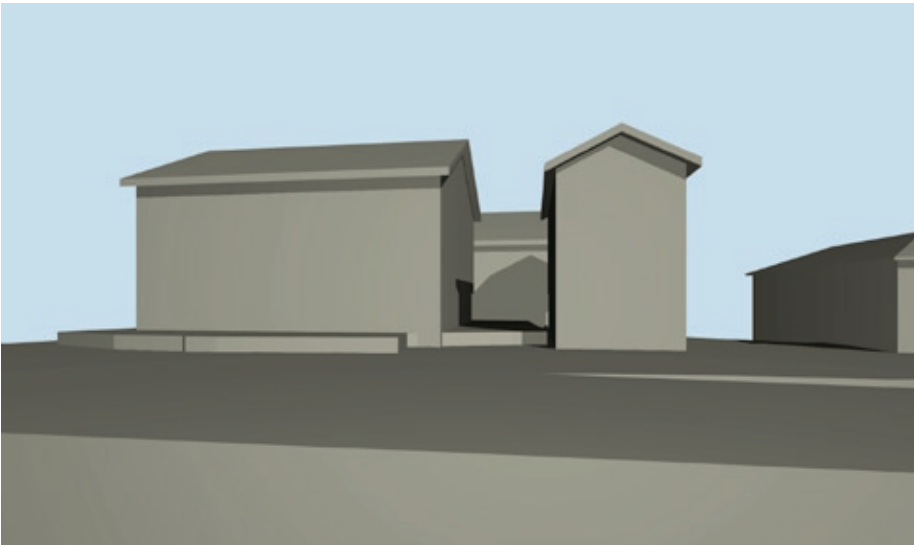
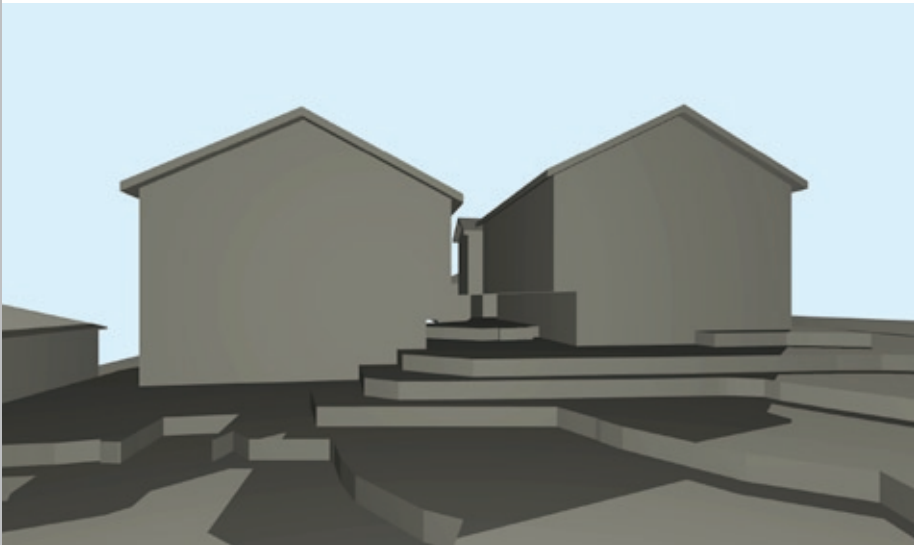
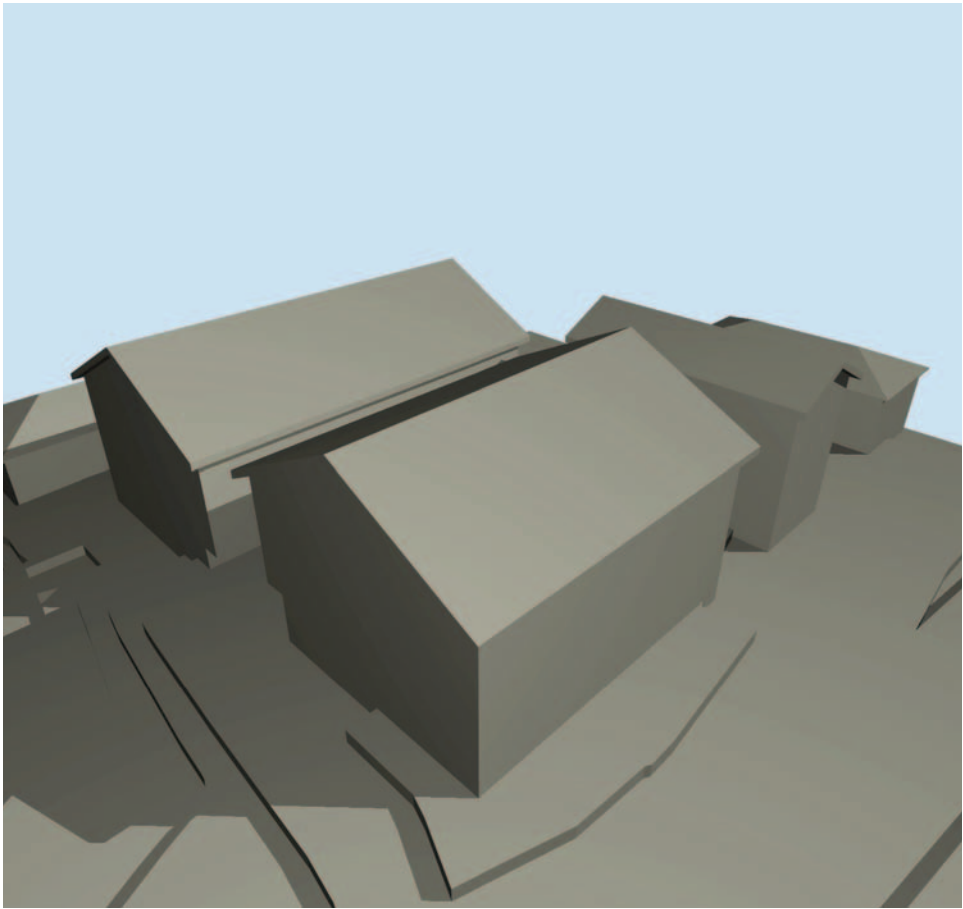
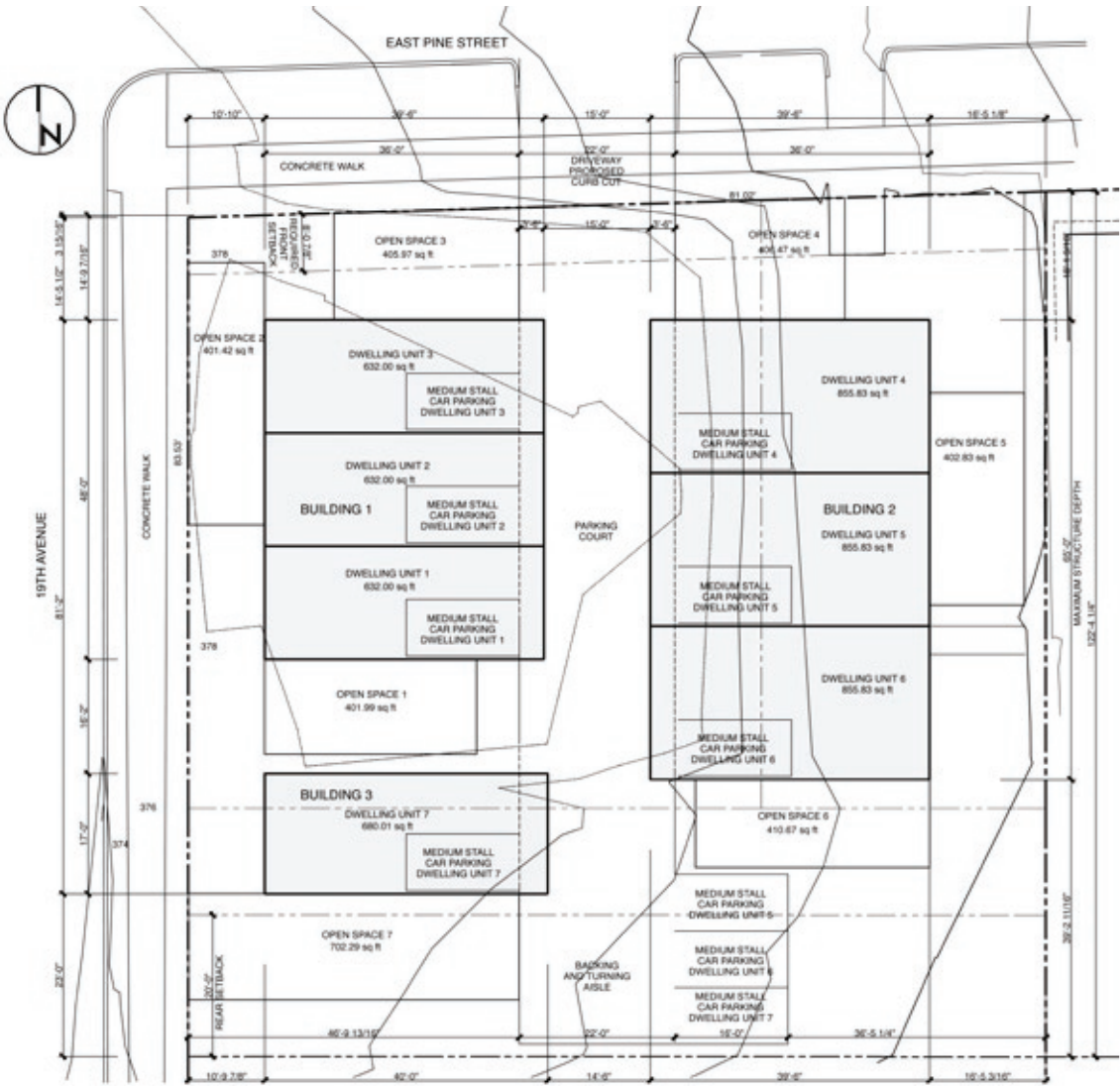


Description Site Plan

Alternative 1 offers a design with a central parking court, accessed from E Pine Street, to individual garages in 7 residential dwelling units. Three buildings, two triplexes and a single-family residence, are oriented in a primarily north/south direction, with the parking court between them. The pedestrian is pushed to the edges of the site, with private open space accessible from each unit.

Description Building Design Massing

The two triplexes face E Pine Street separated by a 22' drive aisle to the parking. The single-family house fronts 19th Avenue and takes access from the drive aisle. The massing mimics a large house, taking advantage of the additional height in the zone with gabled roofs facing the respective streets.



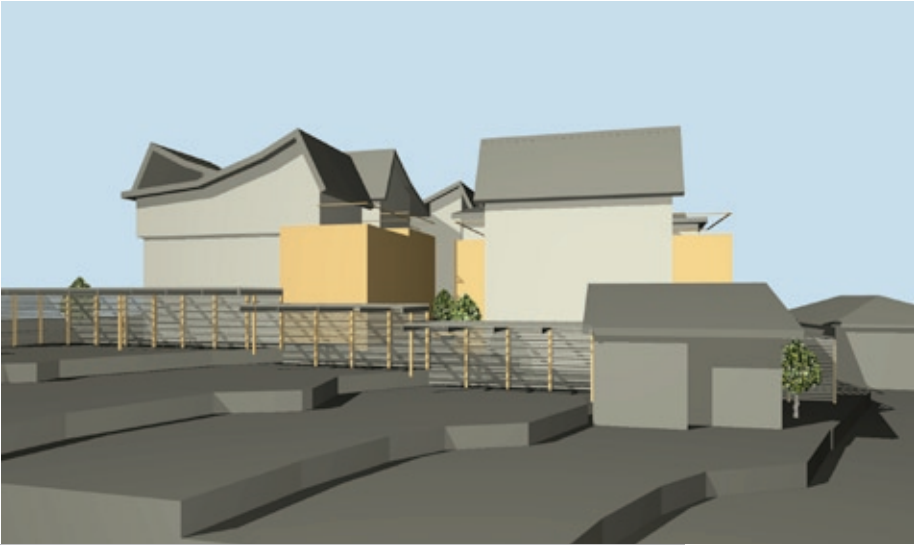
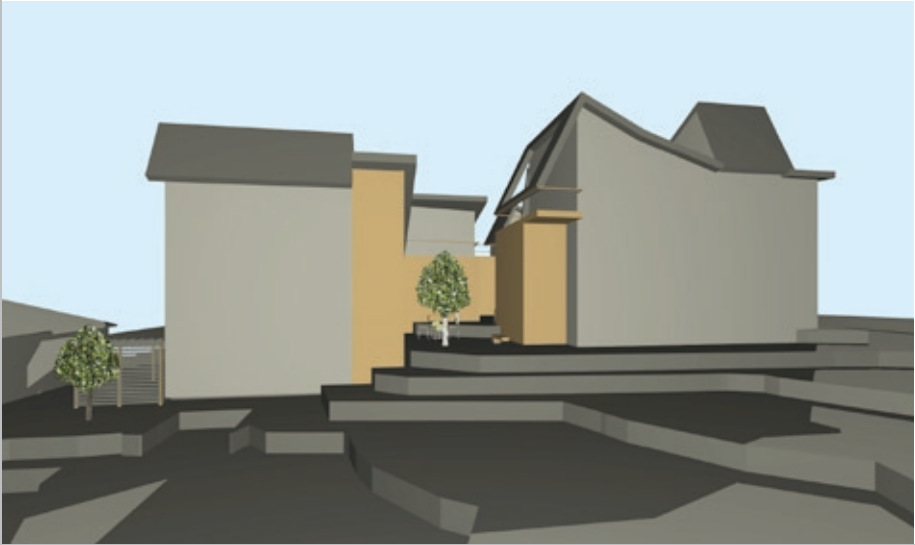
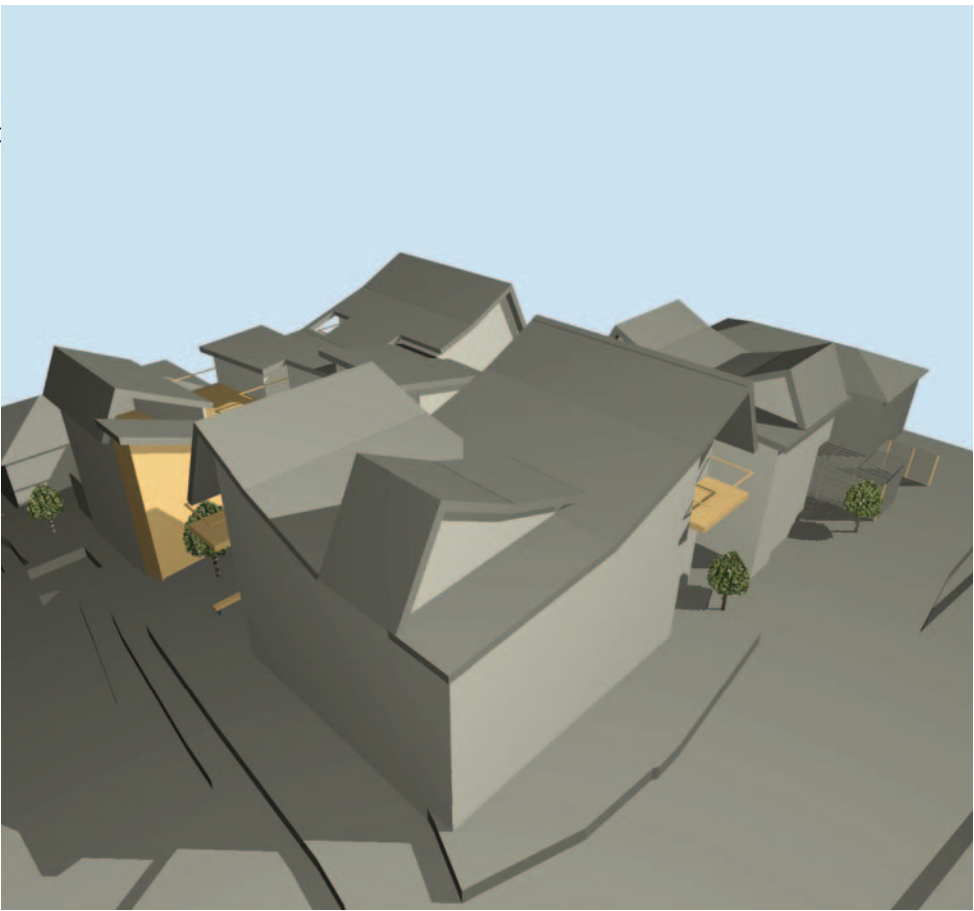
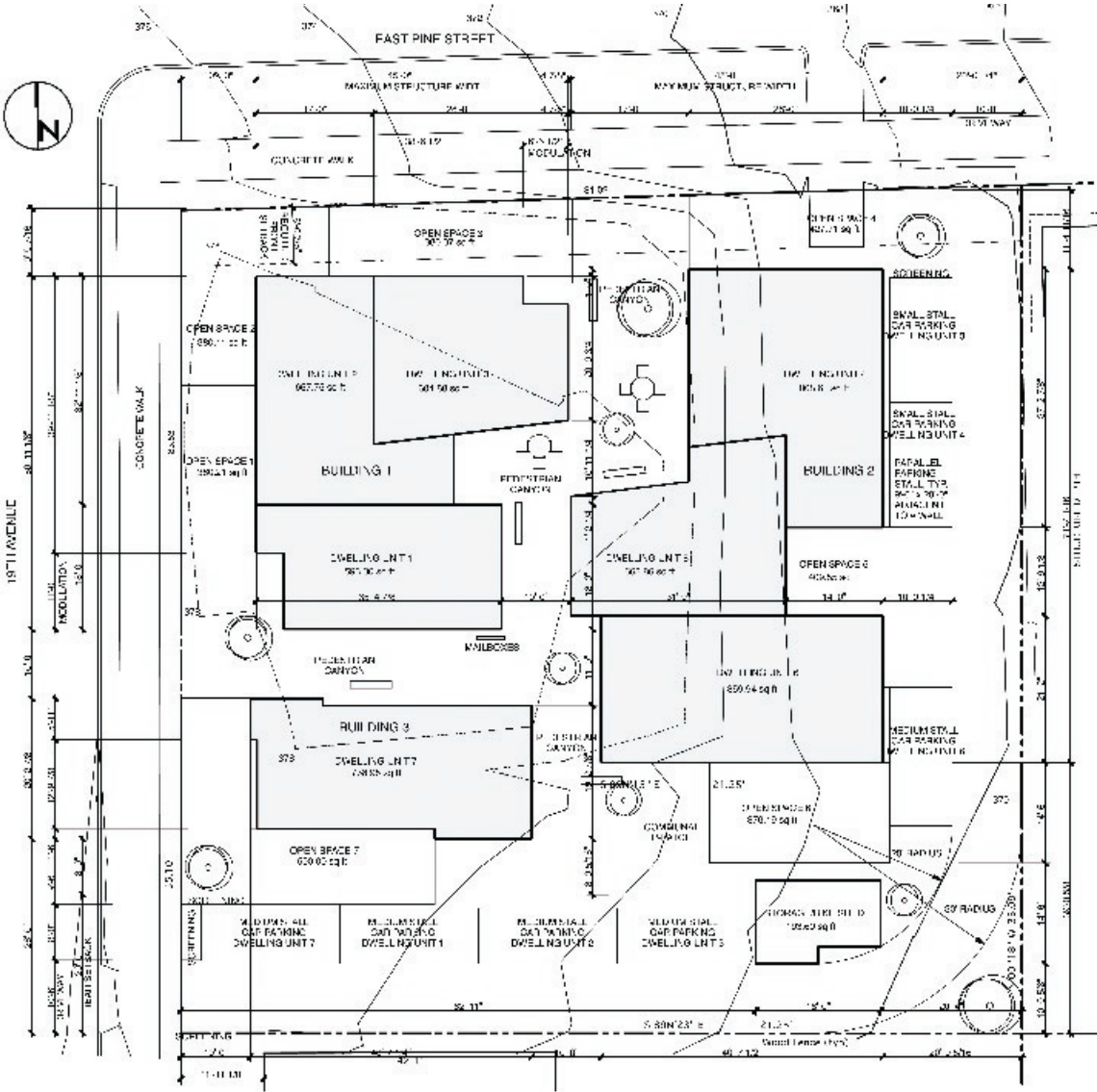
alternative 1 - parking court

Description Site Plan

Alternative 2 again offers two triplexes and a single-family house. Like alternative 1, the homes are oriented in a primarily north/south direction with the single family house running east/west and fronting 19th. The key difference is the pedestrian canyon separating the buildings. Rather than dedicating the center of the site to backing and turning, this alternative places parking at the outer edge of the project and limits the roadway to 10 feet wide.

Description Building Design Massing

The desire for the pedestrian canyon to wander generates a shifting building massing, creating dynamic forms and spaces for living, both indoors and out. Building volumes vary from two to three floors with larger interior volumes and roof decks. Modulation at the street incorporates the language of two and three-story volumes informed by the pedestrian canyon. Rooflines have been carefully considered to continue the canyon experience and tie the homes together into cohesive elements. From 19th the single family home maintains a 20-foot building width, complying with the minimum structure width in LDT.



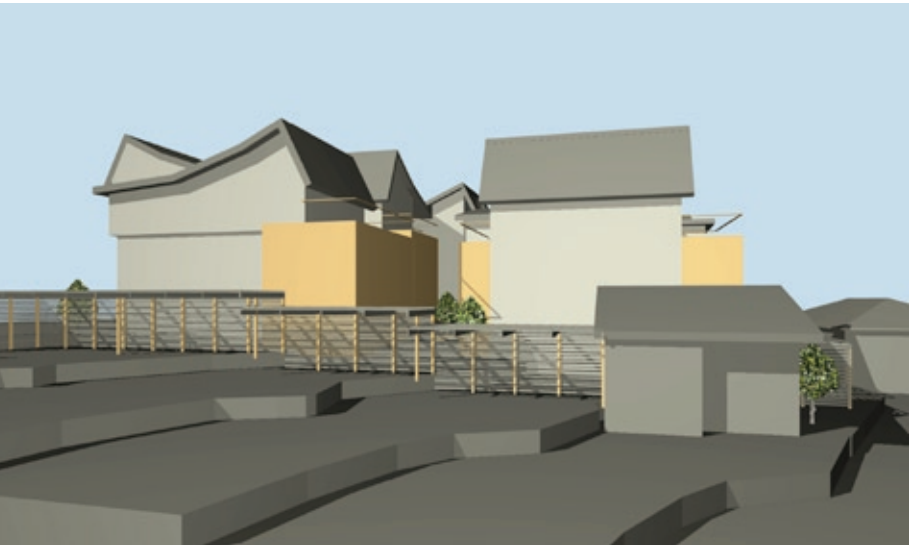
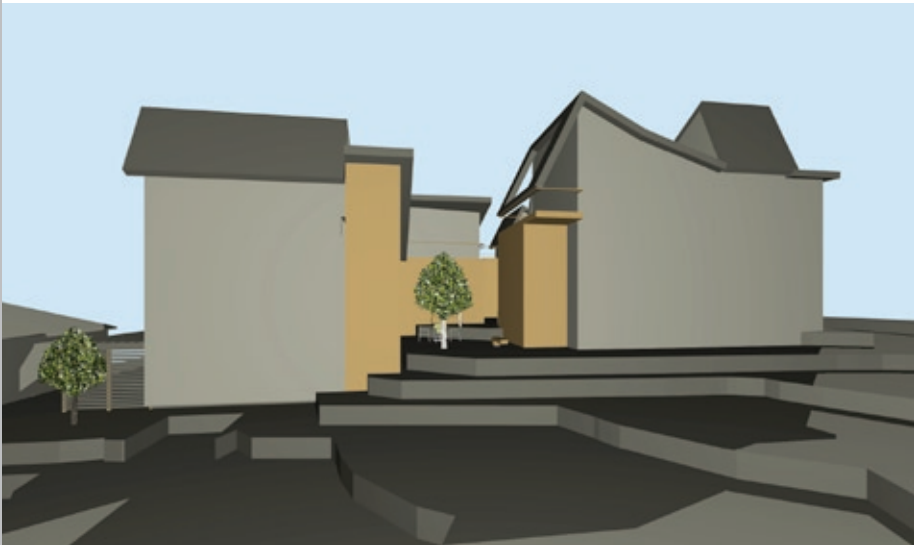
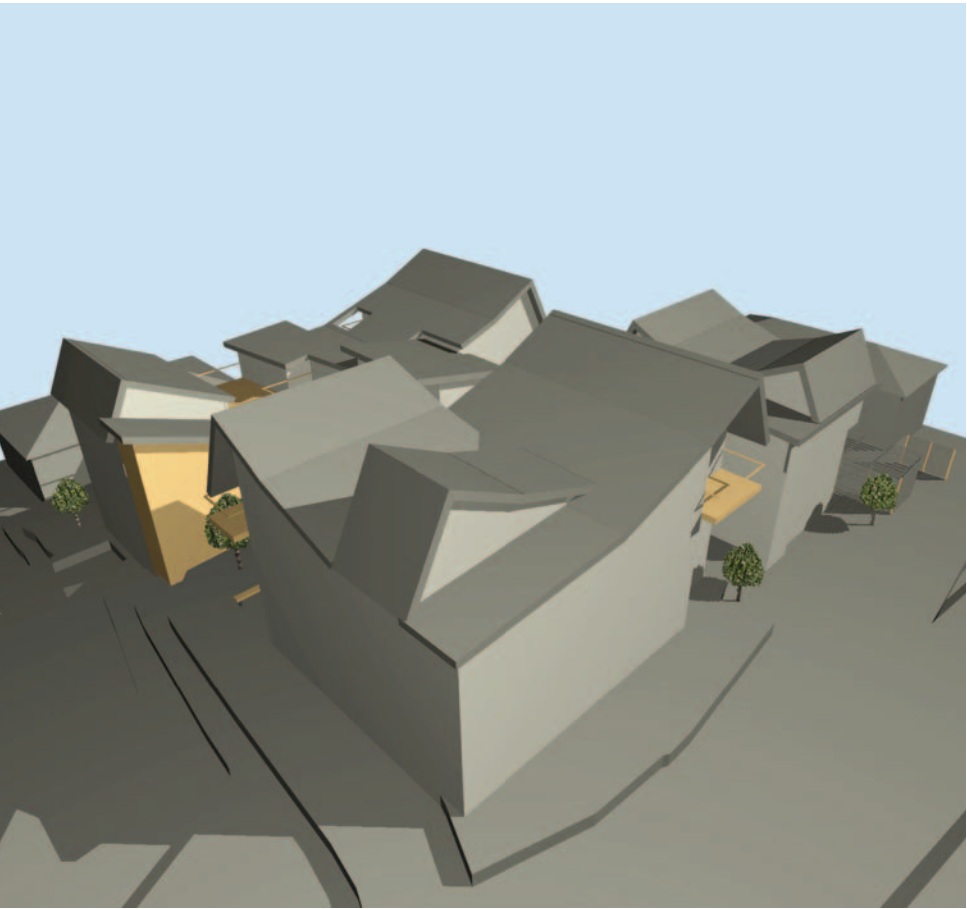
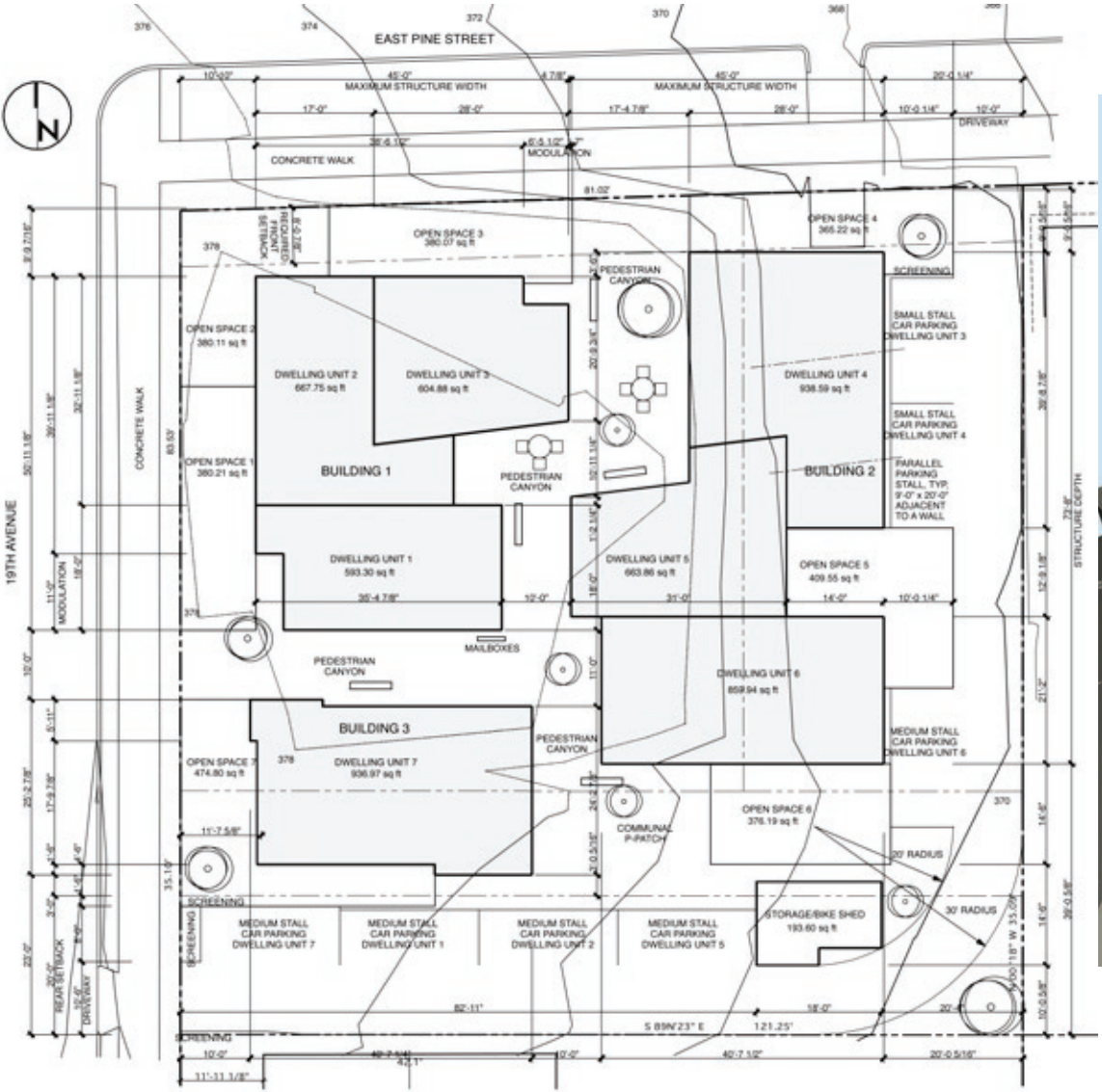
alternative 2 - canyon

Description Site Plan

Alternative 3 is nearly identical to alternative 2. The only difference is that the single-family house facing 19th Avenue is 5 feet wider.

Description Building Design Massing

The massing is the same as alternative 2, except that the single family home is now 5 feet wider in order to maintain a more consistent rhythm along 19th Avenue to the south.



alternative 3 - preferred

Alternative 1

Description

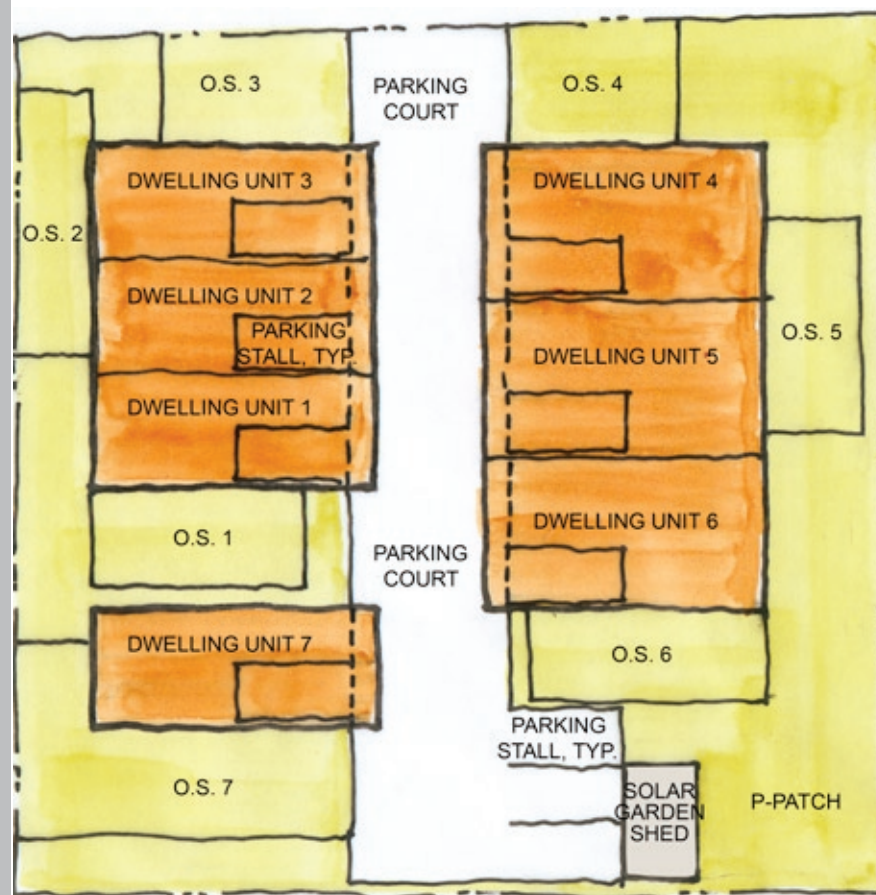
The dwelling units are organized around a parking court, accessed off E Pine Street. The design adheres to the land use code and meets the development density of the Lowrise Duplex/Triplex zone.

Advantages

Maintaining compliance with all land use codes, this design requires no departures. Private or common open space can be quite large. It offers secured, covered parking.

Issues

The center of the project is a parking court, pushing the pedestrian to the outside edges of the site. Lacks element to allow neighbors to casually interact.



Alternative 2

Description

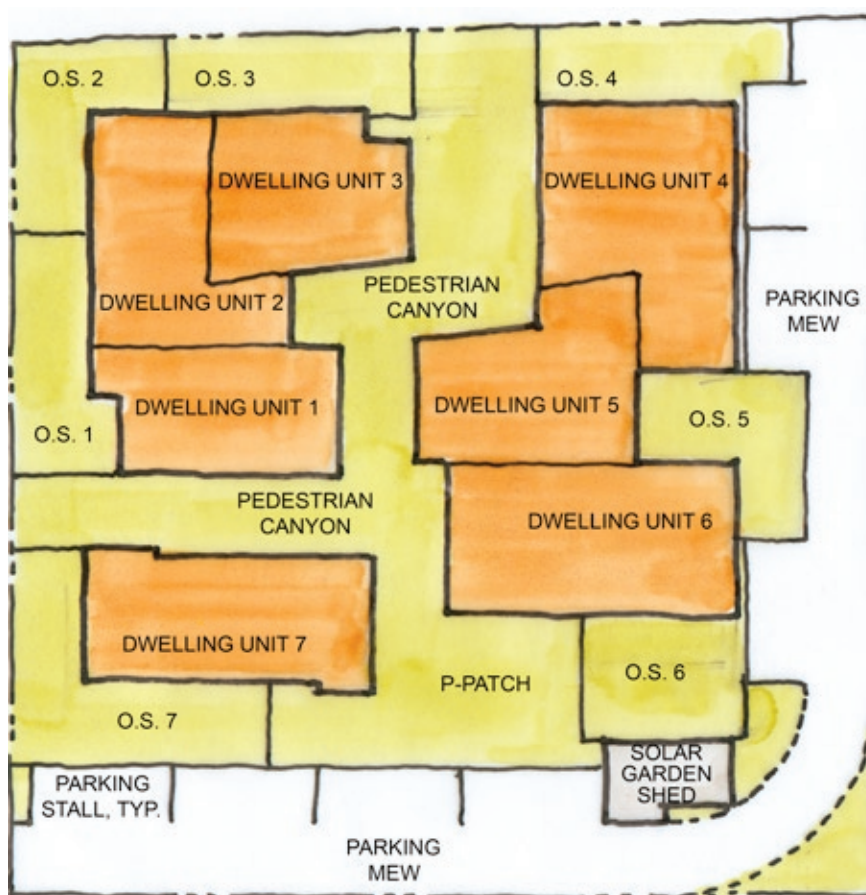
This design is about a canyon; a place for people to walk, hang out, and visit with a neighbor; a place to be community. The canyon, separating the 7 homes, ranges from 10 to nearly 18 feet wide, and is oriented north south, with a spur to the west. This orientation permits people to walk in from either 19th Avenue or E. Pine Street, or in from their car, which is discreetly tucked at the edge of the site. Here, the auto knows its place, and neighbors have a chance to interact in an informal setting.

Advantages

The canyon's orientation allows for southern light and air to reach all of the units and penetrate the site. Entries are accessed from the pedestrian canyon. The massing allows roof decks with views back into the canyon and to the Cascade Mountains to the east for all homes. Parking is covered under a trellis.

Issues

This site strategy requires a departure in structure depth and width.



Alternative 3

Description

This design is very similar to Alternative 2. The key difference is that the single family house is 5 feet wider facing 19th Avenue.

Advantages

The design advantages are similar to Alternative 2. Additionally, the wider single family house offers a larger family home as part of the project and is more consistent with the rhythm of the existing houses on 19th Avenue.

Issues

This site strategy requires departures in structure depth and width, increasing structure depth along 19th Ave to 64% of lot depth.

